WARSHIPS SEARCH FOR MISSING SEAPLANE, NOW ENDANGERED BY GALES

the propeller smashed to splinters.
Realizing he was out of the transatiantic race after years of planning and work, he collapsed utterly. Morgan, too, was unable to contain himself. The breaking of the axle as the plane left the ground is said to have caused the crash.

Then after a final inspection of plane, a scrutiny of the mechanism by which the wheels were to be dropped from the body to add six miles an hour to the speed of the machine and a warming up run of the motor, the two adventurers, with the methodical movements of men with their nerves under complete control, climic climic climic climic the little cockplane left the ground is said to have caused the crash.

way death lurks. They have a good plane with a multi-motored plane like the American seaplanes-travelled a distance

of 2,000 land miles without a stop. Hawker's departure to-day was enhis crew and a few of his intimate friends. It was known that since the six hundred feet above the ocean. first of April, when he arrived here, first of the entered transatlantic fliers to reach Newfoundland, he has been under an increasingly great strain as the days passed by. The plague of contrary winds, storms at sea, the depressing fogs and searching chill of bidding Newfoundland.

Other Aviators Still Waiting.

Then came Raynham, a week behind him. He congratulated his younger rival and wished him luck Then came the other contenders, Col. John Cyril Porte's great Handley Page seaplane, with two engines, able to ride rough seas indefinitely; Capt. John Alcock, who proposed to fly a great Vimy-Vickers bombing machine across the gap, and Capt. P. S. Bennett, who planned to span the Atlantic with a Bolton & Paul three seated ma-

All the other contestants but Raynham had bigger machines and better chances-so the aeronautical experts said with disconcerting franknessthan Hawker. He welcomed them all and hoped the best man would win. Then came the American navy men with three great seaplanes. Hawker honestly doubted their ability, with in favor of a dash straight to Ireland. their great weight-a weight which be considered their four heavy engines to add to unnecessarily. On the first thousand miles of the journey commander Grieve had the advantage of four or five hours of the surposition of the strings and to accustom the weather reports which came to him from Great Britain, from ships at sea and from the local authorities.

Some of the townspecial, weary of the delay, bega to wonder, some more openly than was polite, when he was to penly than was polite, when he was to penly than was polite, when he was to a way. But it was when the he considered their four heavy enget away. But it was when the Americans reached the Azores that ditions for which he hoped-conditions which probably would mean the difference between life and death to him.

Wished to Beat Americans.

He determined to take a chancewith gasolene exhausted it sank.

His decision, made after an early morning visit with his navigator to the office of the Royal Air Force orologist, was with the intention of beating to England the American eaplanes, one of which he learned was at the Azores within 950 miles of continental Europe. Hawker is a professional filer, and he would lose none mate. of the London Daily Mail prize of \$50,-

for the trip?"

And in response to a question about sleep during the voyage, for Grieve has had some slight experience as a pilot and may fly the machine for short intervals, Hawker replied:
"We'll have a long sleep coming at

tervals. Hawker replied:
"We'll have a long sleep coming at the end of the trip—anyway.

An hour before the actual start the beavily laden biplane was trundled out of the hangar for a wind test. For a moment or two Hawker listened intently to the beat of the engine—a mere car wrecking explosion of sound to most of those about him, but to him, the chief pilot of the Sopwith plant, as full of

on the other side of the Atlantic, toward which Hawker's plane, freed of the weight and air resistance of under-carriage, speeded at an estimated rate of 106 miles an hour, there is an extension of the speed, while mechanics with clothes flapping wildly, moved about. Hawker opened the throttle to the full the money and the invarid extension. fame, monewand the inward satisfac-tion of a great deed accomplished waiting for the aviators, but on the The thunder of the engine made nothing but sign language possible. Then, throt-tling down again, he shouted: "How about old 'tin sides'? referring

flight was on. Hawker soared upv tirely unexpected, save by the men of headed for the sea. In eight minutes his crew and a few of his intimate the plane had faded out of sight, even of the gision of watchers on Signal Hill,

The race between the NC-4, now at

Horta, \$50 miles from the Portuguese coast, and the Sopwith biplane, now somewhere in air or water between this place and the British Isles, is made more interesting by the fact that both navigators, Lieutenant-Commander Read Newfoundland descended upon him and Lieutenant-Commander Grieve, are in measure unseasonable even in for-hidden Newfoundland. American and British navies. Both men are struggling for the first time with the problem of applying the known science of navigation to the unknown element air. The varying height, high speed and unsteadiness of the airplane and the aerial currents more fickle than those of the ocean complicate their tasks. Commander Read, however, was alded with the real feeling of a sportsman. In his flight to the Azores by a chain of destroyers and by a directional wireless indicator which enabled him to calculate the position of the ship by the known directions of land wireless stations. On the other hand, Commander Read was shooting at a very small mark, a widely scattered group of small islands, which he reached in the middle of a fog bank, while Commander Grieve will be satis-fied if the British Isles are sighted.

Long after he had disappeared from view the news of Rynham's mishap was flashed out by wireless. Commander Grieve, who will operate and receive e met in the lonely waters over which they pass—sent no messages to land. The fliers previously had announced their The fliers previously had announced their abandonment of the original plan to felt the undercarriage weaken a

the southwest tip of Ireland. The navi-gation can be approximate only because Hawker's determination to leave de-of the difficulty of making any sort of enite the absence of those perfect con-accurate observations in the speeding. gust tossed plane.

All Ireland Is the Mark.

"If we strike Ireland anywhere we ill have found our mark," Commander will have found our mark," Commander Grieve said before the start, in speaking of the difficulties ahead of him or rather to add another chance to hit England instead, we merely will be the multitude which he was taking—nearer home. Although Atlantic air and leave without positive assurance that head winds in mid-ocean would not meet and beat back his plane until on the way that will make the trans-

of the London Daily Mail prize of \$00,000 should the naval flying boats beat
him to the British Isles, but his patriotism urged him on in fair competition.
Immediately after the decision Hawker's spirits soared upward. Despite
the report of the weather men, which
he quoted as "not yet favorable, but
he quoted as "not yet favorable, but
Obstrated to doubting of the decision of the weather men, which
he quoted as "not yet favorable, but
Obstrated to doubting of the reach

The fiyers will endeavor to reach
Brooklands on the amount of gasolene
they carry, \$40 gallons, which makes
their plane weigh 6,000 pounds at the
start. If Brooklands were reached
Hawker would be much more likely to
land his wheelless machine without
turning it over and wrecking it utterly.

It was at this ideal field that be demobstrated to doubting of the reached
they carry, \$40 gallons, which makes
their plane weigh 6,000 pounds at the
start. If Brooklands were reached
thanker would be much more likely to
land his wheelless machine without
turning it over and wrecking it utterly.

he quoted as "not yet favorable, but possible," the strain upon him seemed to have relaxed. The uncertainty had passed. He felt that within twenty-four hours he would be a live hero or a dead fool.

With Grieve—who was as unconcerned as the pilot, as became a British naval officer in the face of great peril, probably greater than he had faced during his active service in submarine infested waters during the war—with his navigator. Hawker jested lightheartedly as they packed their satchels.

Gravely weighing Commander Grieve's satchel Hawker inquired of his companion in the perilous adventure:

"Can't you dispense with pajamas just for the trip?"

It was at this ideal field that he demonstrated to doubting air experts the possibility of dropping the under structure of a piane. In landing on the smooth surface Hawker smashed his propeller and the lower wing of his machine, but was almost unburt himself. The plane was lightly loaded.

Hawker calculated he would reach the Brookland airGrome about twenty hours after the start, that is, early to-morrow afternoon, Greenwich time, or about 10 in the morning Newfoundiand time. It is believed probable here, however, that he will either land in Ireland after his long and trying flight or reach Brooklands at a much later hour, as bad weather may be encountered in the second thousand miles of his flight. Very little chance is held out for the ond thousand miles of his flight.

Very little chance is held out for the aviators should the single motor fail

> HEALTH, COMFORT and No Morning Aches Somelastique Mattress Made by the manufacturers of Somelas-tique Bedding, Box Springs, Pillows, Etc.

Latin American News

See

Pages 13, 14 and 15

years old, looked at his plane, its body broken, its engine jarred out of place, the left wing crumpled, and the propeller smashed to splinters.

Then after a final inspection of plane, a scrutiny of the mechanism by which the wheels were to be dropped from the body to add six miles an hour to the spend of the mechanism of the water at the neck and sleeves during a short test. Air bags about the chest and shoulder blades are relied upon to support the men.

They carry in the fuselage of their plane settles in the water. If they with their nerves under complete control, dimly climbed into the little cockplane left the ground is said to have caused the crash.

Attempt Without Parallel.

On the other side of the Atlantic, toward which Hawker's plane, freed of the methodical movement of attention to the spinning motor and propeller, which they will share until the plane settles in the water. If they salve to their intention of flying porth of the steamship lane they have very successfully free their little boat in time to get away from the whirl and suction of the sinking plane. Their wireless, reaching \$50 miles, may transmit a call to some steamship out of sight around of the weight and sir resistance of un.

After another short moment of attention to the spinning motor and propeller, which was corkscrewing the air and of the weight and sir resistance of un. know their position accurately it is doubtful whether they would be rescued in time. Much will depend upon the length of time that their plane will float, which in turn is dependent upon the amount of gasolene still remaining in the tank when they fall.

Using a Scout Type Machine.

The plane to which they entrusted their lives has less than half the wing They have a good plane with a single reliable motor, the best that single reliable motor, the best that England, under the stress of the war, produced, the expert knowledge and great flying ability of Hawker, the skill as a navigator of Lieutenart-Commander Grieves in their favor, but against them there is the ominous fact that never in the history of nous fact that never in the history of nous fact that never in the history of the stress of the war, both its element, the biplane lurched away, both its occupants looking straight ahead. Then came its menacing roar, an increasing speed of its little wheels, and suddenly a rigidity and fixity in forward movements which was the first indication that the plane had taken off.

"How about old 'tin sides'? referring their lives has less than half the wing spread of the NC naval scapianes which they hope to beat to Europe. It is a scout type, with a span of 46½ feet. Them propeller to rudder it is thirty-one feet. The motor, a Rolls-Royce twelve cylinder, is in the head of the machine, the birth was the first indication that the plane had taken off. The noise of the motor as the machine rose upward was the first indication to the people of St. John's that the great land. He flew for nine hours and five flight was on. Hawker soured upward, minutes, covering approximately 200 flew over the city at 1,000 feet to drop miles and using 146 gallons of gasolene. In tests here it has displayed equal reliability, although no long flights were undertaken here. That it will perform as well under changing weather conditions, winds and temperatures is a matter which Hawker is staking his repu-tation as an aerial expert and life on. To win the \$50,000 prize offered by the London Daily Mail Hawker must cross the coast line of the British Isles within seventy-two hours of the time he left Newfoundland. Thus he has three times as many hours as he actually needs for his flight. His race is not against time so much as against winds, dwindling gas supply and the waning vitality of himself and his plane. Unlike the almost secret departure of Harry Hawker, the effort of Captain

Frederick Raynham and Captain Morgan to take the air was witnessed by almost the entire city of St. John's. Both fliers were without trace of nervousness and both exchanged pleasantries with their friends before they climbed into the machine. It was just at the momen when the cheer rose highest, as the plane rose perhaps eight feet into the air, that

As realigation came that they were out of one of the most daring adventures of modern times the two shook hands silently, with despair in their faces, and water that it seems probable that given clear weather the NC-3 may be picked the start from Rockaway that the cruckard hack by automobile to their clear weather the NC-3 may be picked the start from Rockaway that the cruckard hack by automobile to their clear weather the NC-3 may be picked to Plymouth were the first few he recovered from his temporary col-

the undercarriage weaken and

leave the ground at a slower speed than was the case in heading in the other

FRENCH PAY HIGH TRIBUTE. Louis Bleriot, Aviator, Saalis Ex-

ploit "Brilliant." Panis, May 18 —All the newspapers pay warm tribute to the feat of the American seaplanes in flying across the

on the way that will make the transatlantic passage possible with fewer uncertainties for later flyers than those
which confront the pioneers. In the day
time I will of course use the sun for
observations, and at night the North
star.

"Should clouds obscure the stars we
will try to use them to calculate our
speed and direction, aithough of course
such reckoning would be only approximate."

Altantic and say that May 17 marks one
of the great events in the history of the
world.

Louis Bieriot in the Excelsion recalls
the flight across the English Channel of
ten years ago, the said his flight at that
time was deemed an extraordinary performance, but that it was ineignificant
compared with the brilliant exploit of
the American naval officers. He declares that none better than he is able
is far from the position west of the the American naval officers. He de-clares that none better than he is able to appreciate the measure of their prow-ease and says he is glad to see the Americans succeed.

No.2.3 calling may be the fact that she is far from the position west of the Azores where they are searching. The last news of the No.2 was that she had landed because she had lost her bear-

Lehigh Valley Railroad

Through train of sleeping cars and coaches to

TORONTO

has been restored.

Lvs. Pennsylvania Sta. 6:17 P. M.

(Seventh Ave. and 32d St.)

Lvs. Hudson Terminal 6:10 P. M.

Other important changes in train schedule. Details may be had at all Consolidated Ticket Offices, Pennsylvania Station and Hudson

Terminal.

LOST NAVAL FLIERS

salvage plane. Standing by awaiting better condition. Crew of NC-1 in good shape now on board Columbia at Horta. NC-4 in good condition and waiting for favorable weather before proceeding to Ponta Delgada. Scouting line scouting to westward for NC-3. Strong northwesterly winds and rough sea prevailing."

A few minutes after this message was eceived Admiral Jackson sent the foi-

owing: "Conditions Ponta Delgada weather clearing, barometer rising, wind falling to northerly. Conditions vicinity of Flores wind twenty miles per hour. Conditions vicinity Flores considered better from latest reports. No information received NC-3."

Using Corvo Island as an operating base, the screen of battleships and destroyers was sweeping westward in a great semicircle in an effort to catch sight of the NC-3 or pick up radio distress signals. The high winds and heavy seas prevailing made the work of the

rescue party most difficult.

The main-element of hope in the situation as viewed by naval officials tonight was the fact that the weather torecasts predict diminishing winds and abated seas late in the night and Monday morning. It was thought that if Commander Towers's frail craft could successfully ride out the gale until morning that the probability of rescue would be greatly increased, since a veritable swarm of destroyers and other naval craft, gathered from wide dis-tances, were being concentrated over the area to the northwest of the Azores. Each of the seaplanes carried sufficient food and water for six days when the squadron left Trepassey Bay.

Destroyers in Wide Search.

Rear-Admiral Jackson informed the 6 to join in the search for the NC-3. The only really cheerful note in the reports received from Admiral Jackson during the day lay in the statement that the continued westerly winds had rose perhaps eight feet into the air, that the crash occurred. The nose of the have seriously retarded the search for plane ploughed through the seff meadow land as the momentum of the machine carried it forward and the full rose al. plane ploughed through the machine from the U. S. S. Columbia, which is at land as the momentum of the machine from the U. S. S. Columbia, which is at carried it forward, and the tail rose almost straight into the air. Both men were thrown violently forward in the eight miles, indicating heavy mists cockpit. Raynham had to be assisted which would render the low lying searched. crawling out and Morgan also was plane invisible from a destroyer's crow nest at a distance of much over a mile. There are so many destroyers engaged in the search and their speed enables

abandonment of the original plan to swing southward into the steamship lane just below the island of Newfoundiand in favor of a dash straight to Ireland.

The weather, as best it can be judged by the observers here, will be favorable for the first thousand miles of the journey. Commander Grieve had the advantage of four or five hours of the sun to get his bearings and to accustom himself to the use of a sextant and compass in the throphine, and swaving and swaving and the first the undercarriage weaken and pulled back on the control stick in an attempt to assist the machine clear of the ground, but the propeller struck and we spilled. Another twenty-five yards and we would have been away.

Some criticism of Raynham was made by army air pilots who witnessed the start. They point out that the machine clear of the ground, but the propeller struck and the short trip of 150 miles. News of the departure of Harry Hawker in his attempt to make the start. They point out that the machine clear of the ground, but the propeller struck and we would have been away.

Some criticism of Raynham was made by army air pilots who witnessed the start. They point out that the machine clear of the ground, but the propeller struck and we would have been away.

Some criticism of Raynham was made to a constant the flight to Ponta Delgada by the NC-4. In and it is presumed that Commander Read found the weather conditions to-day too trisky for even the short trip of 150 miles. News of the departure of Harry Hawker in his attempt to make the transocean flight in one hop from New-foundland to the Irish coast was flashed to Read as soon as the information was received in hope that he mid the spread that Commander Read found the weather conditions to-day too trisky for even the short trip of 150 miles. News of the departure of Harry Hawker in his attempt to make the trip of 150 miles. News of the departure of the miles. News of the depar risky for even the short trip of 150 and be compelled to land or return to miles. News of the departure of Harry Trepassey. Hawker in his attempt to make the transocean flight in one hop from New-perfect in the region around Newfound-foundland to the Irish coast was flashed land, and continued perfect as the planes

that he made a serious mistake in not who acted as pilots: Lieutenant-Com-

s that even though the NC-3 did leave behind her at Trepassey Bay her wire less equipment for sending on the surface of the water it would seem probabl one of the navy's most expert radio men. would have been able to rig up from the apparatus he had on hand for sending in the air a wireless sufficiently strong to one attract the attention of one of the many

landed because she had lost her bear

More than the 3 R's

Would you brush your teeth if there had never been advertising of dentifrice or tooth-brushes?

Of course you would.

Still, there are those who need "education" in the use of dentifrice for teeth, soaps for scalps, concrete for roads, tractors for farms, and so on and on, a list as long as your arm.

Who is to educate the public?—the schools leave off somewhere between the ages of fourteen and twentytwo the newspapers when anything ceases to be a nine days' wonder.

"Line upon line, precept upon precept"-that's education and that's advertising.

Over and over and over again until people learn to brush their teeth.

Oh no they don't! You're mistaken. The best available statistics indicate that only about 25% of the people in America brush their teeth. Advertising increases the needs of the individual and the best advertising multiplies the number of consumers.

For example, the magnesia makers show more people how to conserve coal, and another association teaches new uses for cement.

> Advertising space in the Butterick publications is for sale by accredited advertising agencies.

Butterick-Publisher

The Delineator Everybody's Magazine Two dollars the year, each

ings. It seems likely that Commander | them to see through the fog and the Towers would fly on after the fog had big scaplane probably struck the water

destroyers.

The misfortunes which overtook the NC-3 and the NC-1 were due entirely to the unexpected fog which shrouded the Agores when the great scaplanes pects a report from Commander Bel-triumphantly approached their destina- linger explaining the circumstances con-

fog, contrary winds and poor weather generally about Newfoundland, but not landed the water was calm clear weather the NC-3 may be picked up during the long daylight to-morrow, assuming that she is still afloat.

Late to-night the Department had received no word of the completion of the flight to Ponta Delgada by the NC-4. It is presumed that Commander Read and it is presumed that Commander Read found the weather conditions to-day too their way along the chain of destroyers, risky for even the short trip of 150; and be compelled to land or return to

who acted as pilots: Lieutenant-Commander R A. Lavender, U. S. N., radio operator, and Machinist L. R. Moore, leave the ground at a slower speed than was the case in heading in the other.

who acted as pilots: Lieutenant-Commander R A. Lavender, U. S. N., radio operator, and Machinist L. R. Moore, leave the ground at a slower speed than was the case in heading in the other.

When acted as pilots: Lieutenant-Commander R A. Lavender, U. S. N., radio of the horizontal. The NC-4 Commander Read's craft, is known to have risen about the strata of fog and to wise planes badly damaged. Pontoon Wireless Experts Puzzled.

A disconcerding phase of the situation a height of more than 3,000 feet.

Both Commander Towers and Con mander Beilinger, following the NC-4, from Rear Admiral Jackson and missing one or more links in the "Present weather condition chain of destroyers, descended to the water with the intention of finding their bearings before proceeding further into

ceived the damages reported by wireless, including a broken wing, in descending to the water. Her pilots, Lieut -Com mander M. A. Mitscher and Lieut. L. T. to westward. Columbia directing scout-Barin, are noted among naval pilots for their skill, but no skill would enable ordered to join search for NC-3."

Towers would fly on an incomplete the searching of his course in his efforts to regain it. This would explain why no radio call the help has been heard by the searching water nose first on a slight slant downward instead of "flattening out" and dropping the stern of her hull into the

The Navy Department momentarily ex trium state a sely flying through the cerning the cause of the injuries to his night at ninety miles an hour.

Commander Towers had anticipated There is a possibility that the damage landed the water was calm.

The log of the day at the bureau of

communication shows the following mes Received 8:54 A. M. Admiral Jackson:

Pollowing received from NC.4: Weather conditions unfavorable. Will not attempt flight this morning (4:31 A. M., Washington time). Received 9:37 A. M. Punta Delgada,

"No information regarding NC-3. Have directed destroyers east of 16 to search and report."

missing. Boat floating high. No serious damage apparent. Fairfax will tow to Horta as soon as practicable, depending on state of sea. 11518 G. M. T. (7:51 A. M. Washington time)." (8 A. M. Washington time)."

Received 4:15 A. M., Ponta Delgada,

"Present weather conditions: West-erly gale; sky overcast; visibility, eight miles; sea rough. Forecast: Continbearings before proceeding further into the fog. At that time, their messages indicate, they were in good condition and were not lacking in gasolene.

It seems probable that the NC-1 received the damages reported by wireless, including a broken wing, in descending "All available destroyers ("All available destroyers ("All available destroyers).

"All available destroyers joining scouting line north from Corvo, scouting to westward. Columbia directing scout-

over the condition of the Liberty motors in the American planes after their severe effort, and many are the discussions as to whether they will be able to in the opinion of Col. V. L. Henderso carry the heavy planes on to Lisbon. A tremendous welcome awaits the Americans when they land at Plymouth, although they are not expected there before Tuesday at the earliest.

All the London Saturday evening papers announced the landing of the Amer-ican plane NC-4 in streamer heads, such as "Splendid Performance," "Great Air Success," "Brilliant Atlantic Flight." &c. Great emphasis is laid on the fact that the American naval officials did all

Organization Secret of Success. Holt Thomas, a leading aircraft man-ufacturer, declared that organization was responsible for the success of the

American naval fliers in reaching the "I had the pleasure of winning the first Doily Mail prize for a flight from London to Manchester," he said. "That flight, ten years ago, was made possible

by organization; but there is great diffi-culty in organizing for a sea flight. Our Admiralty doesn't help our fliers enough to enable them to cross the Atlantic

"The British airmen who went credit. They are undertaking something that I refused to consider without aid from the Admiralty. I asked our Government officials whether they intended to aid the enterprise and suggested that they place the captured German sub-marines along the way. This request was refused. Apparently our Govern-ment never considered this an interna-tional event, holding that the expense involved would not be justified.

"The American Government on the

"The American Government, on the contrary, apparently believes that cross-ing the Atlantic with airplanes is a feat worthy of all possible aid."

BY NOTED BRITONS Claude Grahame-White and

U. S. FLIERS LAUDED

Others Applaud Feat.

duly surprised that the Americans suc-ceeded in crossing the most dangerous record may be attacked. Stanley when part of the transatlantic flight, says he is thoroughly delighted with the great enterprise shown. He says the flight is an object lesson to the British authorities because, as far as the British ma-

PRAISED BY BRITONS

chines are concerned, the flight mean life or death, as there is no chain of destroyers to pick them up if they mean with an accident.

J. A. Whitehead, managing directs of the Whitehead Aircraft Company says that irrespective of nationality the great feat of crossing nearly 1,400 miles of open sea marks a tremendous ergin the progress of aviation. The Americans, he says, had the advantage of in the progress of aviation. The Americans, he says, had the advantage of patrolled course and, therefore, the propatrolled course and, therefore, the probabilities of life and death did not enter

"It makes one sad that our me should have so little practical assist ance from the Air Ministry. Even the Americans admit that our men are as good as theirs. There is no doubt the our machines are better."

G. Hold Thomas, an authority of assessmenting and who have been accommitted.

aeronautics, and who was identified with acveral flying feats some year ago, attributes the American success to "organization" and "national effort" He added that criticism of the Admi raity is not helping the British contestants. He said his suggestion that de stroyers or even captured German sub-marines be placed along the route from Newfoundland to Ireland met with the response: "The expense is too enor-

Mrs. Hawker, wife of Harry Hawker the Australian aviator, said: "Our bey have had no help at all. Even the weather reports are unsatisfactory Still, I believe we shall be first."

STANLEY TO FACE CONTEST FOR SEAT

New Kentucky Senator De nies Irregularities.

Special Despatch to Ten Sev LEERINGTON, Ky., May 18 .- When A O. Stanley, Democrat, who resigned a Governor last night to become United States Senator from Kentucky, arriver in Washington to-morrow to take his

seat he may find his place contested

It is stated to-night in information from sources considered trustworth that a move will be made to have his seat declared vacant because of alleger irregularities committed during the operation of the draft laws during Stateley's race for the Senate by a race for the Senate by a race for the Senate by the senate ley's race for the Senate by which is was benefited. It is asserted that statements have been prepared and will be submitted at Washington showing that army draft boards manipulated for London, May 18.—Claude Grahame-White, the aviator, although not un-was promised to sons of certain promi-

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Sale of Men's Oxfords

Very Special



These are the best Oxfords seen in a long time at \$5.95. The lasts are very graceful and the workmanship of a character that immediately inspires confidence. The leathers are:

> Dark tan leather with Neolin sole and heel, Patent coltskin, black gun metal leather, and dark tan leather with leather sole and heel.

Fifth Floor

Saks & Company



W/HY should one beat about the bush in an advertisement? If clothing manufacturers admit to us that Saks-tailoring has no equal in America, isn't it our prerogative to tell it to you?

\$30 UP

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BROADWAY AT 34th STREET

All That We Ask Is You! United States Railroad Administration Director General of Railroads

Our Men's Clothes are handtailored according to type as well as according to tape. We go any length to ensure All that we need is you!

MEN'S SUITS \$30 TO \$65



Men's Furnishings Shop, 4 West 38th Street LOCATED ON STREET LEVEL

a fit. We have lean sizes and stout sizes, shorts and longs.

HAND-TAILORED AND READY